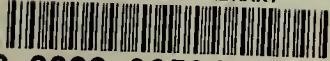


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APPENDIX A

Catalogue of Primary, Secondary, and Urban (ABC)

Roads to be relocated or improved under this Plan



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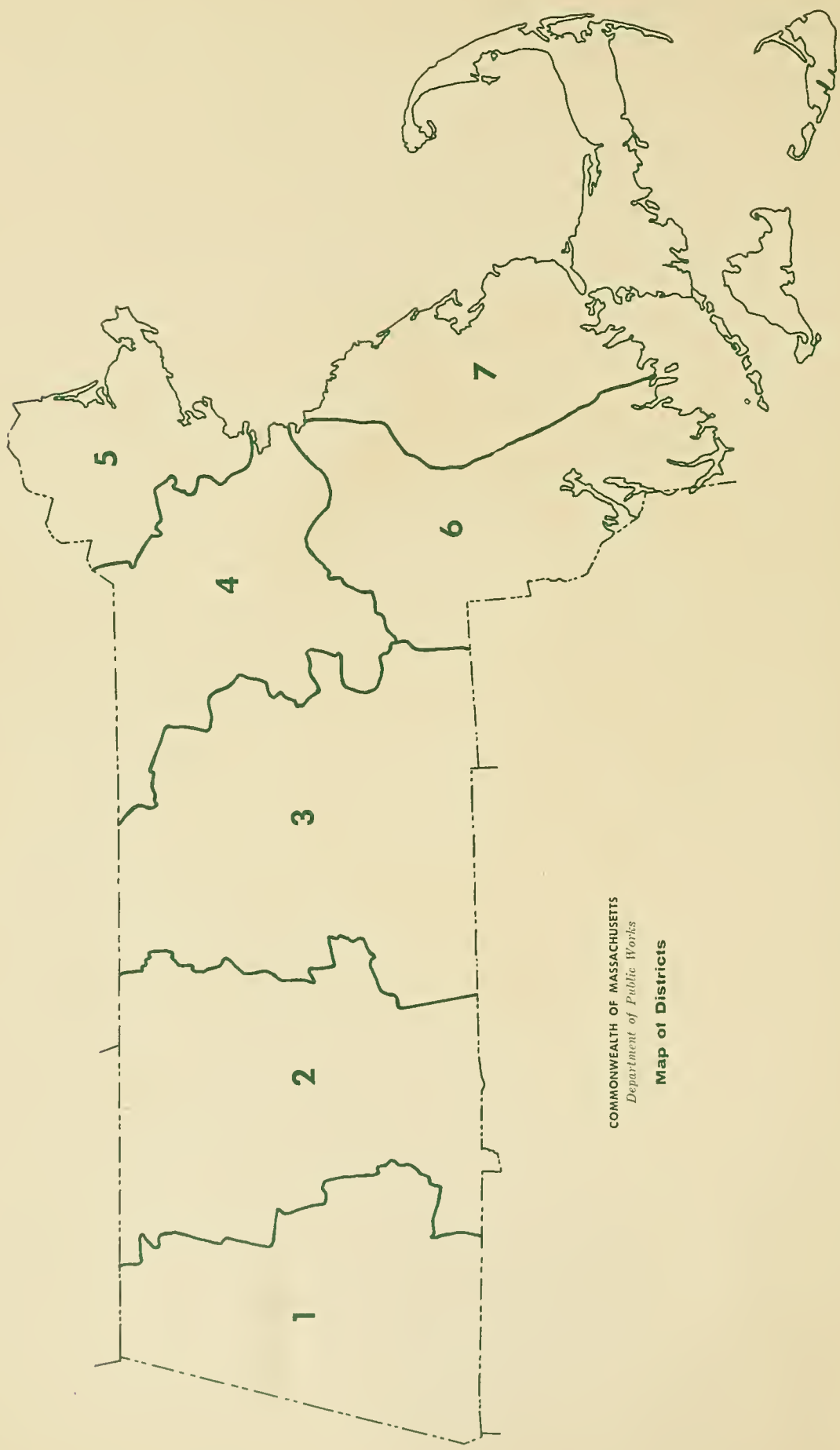
FEB 29 1960

THE CITY PLANNING BOARD
BOSTON, MASS.

COMMONWEALTH OF MASSACHUSETTS

Department of Public Works

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COMMONWEALTH OF MASSACHUSETTS
Department of Public Works
Map of Districts

DISTRICT #1

ROUTE	CITY/TOWN	SYSTEM	MILEAGE	PAGE
2	Williamstown	F.A.P.	4.0	1
7	Lanesboro-New Ashford	F.A.P.	4.6	2
7	Sheffield	F.A.P.	5.6	3
7	Pittsfield - Lanesboro	F.A.P.	2.0	4
20	Lee - Chester Bypass	F.A.P.	15.0	5
23	Blandford	F.A.S.	5.0	6
23	Otis	F.A.S.	4.2	7
23	Great Barrington	F.A.P.	1.0	8
41	West Stockbridge	F.A.S.	3.5	9
41	Egremont	F.A.S.	1.0	10
43	Williamstown	F.A.S.	1.0	11
43	Hancock	F.A.S.	1.0	12
57	New Marlboro - Monterey	F.A.S.	4.8	13
66	Huntington - Westhampton	F.A.S.	2.0	14
116	Savoy	F.A.S.	3.5	15
	Pittsfield Bypass	F.A.P.	4.8	16



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District #1 - Route 2 - WilliamstownF.A.P.

1. This project would start at Route 2 west of the intersection of 2 and 7 and bypass the Village of Williamstown, connecting with Route 2 east of Williamstown, a distance of 4.0 miles. It will be a complete Relocation.
2. The existing road is about one-half 20-foot BMA with fair grade and alignment and one-half Bituminous Concrete, 24-feet wide with fair grade and alignment. There is a short section of very poor alignment through the Village. Sufficiency Rate 76.
3. This project would relieve the Village of the Route 7 traffic. It has been requested by Williams College to improve local traffic conditions, the 20-foot BMA section is way below standards for the tourist traffic this Route handles.
4. This project, combined with the Route 2 Bypass of Williamstown, would eliminate all through traffic in the Town.

District #1 - Route 7 - Lanesboro-New Ashford F.A.P.

1. The project will start in the town of Lanesboro, thence northerly for a distance of 4.6 miles into the town of New Ashford.
2. The existing road has poor horizontal and vertical alignment.
3. The proposed road will be entirely on new location and will consist of 24 feet of pavement with ten foot hardened shoulders. This project is the relocation of Route 7 in this area. Route 7 is a major north-south route.

District #1 - Route 7 - Sheffield

F.A.P.

1. This project, part of a complete relocation of Route 7, begins at the Connecticut State line and extends northerly for 5.6 miles to the town line of Great Barrington.
2. The existing road is 18 to 20 feet cement concrete with poor horizontal alignment and fair vertical alignment and passing through settled areas where it would be expensive to widen. Sufficiency rating is 78.
3. A new alignment has been agreed upon with the Connecticut State Highway Department and is the beginning of improving Route 7 to Pittsfield. This highway carries considerable traffic, both local and tourist. The existing road is entirely uncontrolled access which severely reduces highway capacity. The proposed pavement is to be two 12 foot lanes with ten foot shoulders. Total width will be 44 feet, with land acquisition for a future divided highway.
4. This is a principal route from New York City to Montreal, Canada. The State of Connecticut has agreed to reconstruct its section from the State Line south.

District #1 - Route 7 - Pittsfield - Lanesboro F.A.P.

1. This project begins at the Pittsfield-Lanesboro Line and extends 2 miles south on Route 7, connecting with a resurfaced section of Route 7 in Pittsfield.
2. The existing pavement is badly deteriorated Cement Concrete - 30-40 feet wide - vertical alignment fair - horizontal alignment fair to poor. The existing road is in poor condition, with considerable scaling, spalling, and with cracks between slabs as much as 2 inches wide.
3. It is proposed to resurface with Bituminous Concrete over the existing road to facilitate the movement of traffic from the bedroom Town of Lanesboro to the General Electric Company at Pittsfield. There are times of considerable congestion.

District #1 - Route 20 - Lee - Chester Bypass F.A.P.

1. This project begins at the Toll Road Interchange and goes easterly to Chester Village for about 15 miles.
2. The existing road is 24-30 feet B.M.A. with fair to poor alignment, both horizontal and vertical. Shoulders are soft.
3. This heavily traveled tourist route is highly inadequate for present day as well as projected travel safety and convenience.
4. The sufficiency rating of 37 is very low.
5. It is proposed to resurface and make now relocations to better the horizontal alignment and improve the riding qualities. This is the thru Route west to Albany, New York.

District #1 - Route 23 - Blandford -

F.A.S.

1. This project extends from Blandford Village to the Otis Town Line - a distance of 5 miles.
2. The existing road, which was taken over from the Town, is treated gravel about 20 feet wide with poor horizontal alignment and steep grades.
3. Gradients and alignments are very poor and sight distance is thoroughly inadequate.
4. Locally, gradients approach 7 per cent and are up to 1/2 mile long.
5. This road has a sufficiency rating of 38, the lowest of all roads in the program, and is dangerously substandard. It is proposed to resurface and improve the horizontal and vertical alignment.

District #1 - Route 23 - Otis -

F.A.S.

1. This project would be a continuation of the Blandford project beginning at the Town line and going westerly 4.2 miles to the Intersection of Route 8.
2. The existing road is 20 feet Treated Native Stone with Sufficiency Rate 38.
3. It should have a new surface with minor line and grade correction.

District #1 - Route 23 - Great Barrington - F.A.P.

1. This project begins at the southerly Intersection of Routes 7 and 23 and goes west on Routes 23 and 41 to the Green River Bridge connecting with new construction at this point - a distance of one mile. Motel developments aggravate travel hazards.
2. The existing road is narrow, old B.M.A. with fair to poor alignment vertical and horizontal, Sufficiency rating 75.
3. Route 7, when continued North on Relocation, will be the access to Great Barrington Center and will carry considerable traffic to the Town. This road reconstructed to accommodate the projected traffic in this resort area.
4. This Route also connects Route 7 with New York State.

District #1 - Route 41 - West Stockbridge - F.A.S.

1. This project begins at the Great Barrington Line and goes Northerly 3.5 miles to the Toll Gate on Massachusetts Turnpike.
2. The existing road is 20 feet B.M.A. and Treated Gravel, with locally poor alignment. Sufficiency Rate 68. Surface in fair condition, but subgrade is beginning to fail. Shoulders are badly deteriorated. Very low traffic capacity.
3. The road must be reconstructed, along with the section south to Great Barrington, to improve the access to the Massachusetts Turnpike and to correct areas of poor alignment and grade.

District #1 - Route 41 - EgremontF.A.S.

1. This project begins at the intersection of Routes 23 and 41 and extends 1.0 mile south.
2. This section is 18-20 feet wide of Treated Gravel, surface with poor alignment and grade and a surface which is costly to maintain. Subgrade requires immediate restoration. Sufficiency Rate 62.
3. It carries considerable traffic from Berkshire County to Route 22 in New York. When Route 7 Relocation is continued North of Route 41, this will become an important project and will further the development of resorts in the area.

District #1 - Route 43 - Williamstown

F.A.S.

1. This project begins at the intersection of Routes 7 and 43 and extends 1.0 miles south on Route 43.
2. The present road is 20 foot Treated Gravel, with fair alignment, horizontal and vertical, but with insufficient foundation. Sufficiency Rate 64. Surface and Foundation must be improved to avoid extensive debilitation.
3. The road is expensive to maintain in its present condition. It carries considerable truck traffic from New York State as the grades are easier than Route 7.
4. It connects Route 7 and Route 2.

District #1 - Route 43 - Hancock -

F.A.S.

1. This project begins at the New York State Line and extends 1 mile Northeast.
2. The existing road is 20 foot B.M.A. with fair to poor alignment, horizontal and vertical. Sufficiency Rate 71.
3. This Route carries considerable truck traffic from the New York area and is not capable of handling it as evidenced by deteriorating pavement, thoroughly inadequate sight distance, and deficient shoulders. This road needs changes in alignment, shoulders and resurfacing.
4. This would have a high priority on the District list.

District #1 - Route 57 - New Marlboro -
Monterey -

F.A.S.

1. This project begins in New Marlboro Village and goes to Route 23 in Monterey - a distance of 4.8 miles.
2. The existing roadway is 20 feet wide, Treated Gravel surface, with adequate alignment. Sufficiency Rate 74.
3. This road needs Resurfacing and Widening to 24 feet.

District #1 - Route 66 - Huntington - Westhampton - F.A.S.

1. This project runs from Route 112, 2.0 miles East to the Westhampton Town Line.
2. The existing road has a treated gravel surface with fair horizontal alignment but poor vertical alignment.
3. It is proposed to widen, resurface and improve sight distance.

District #1 - Route 116 - SavoyF.A.S.

1. This project begins at Route 8A and extends 3.5 miles east to the Plainfield line. It will fill a gap in the reconstruction of the last two years.
2. The existing roadway is narrow and winding, with poor alignment both horizontal and vertical, with treated gravel surface. Sufficiency Rate 59.
3. This road has high priority on the District List.

District #1 - Pittsfield By-PassF.A.P.

1. This project begins at a point south of Pittsfield Center on Route 7, and extends northerly 4.8 miles to a point on Route 9, at the junction of Route 8. The proposed road is entirely on new location. The proposed pavement would be, two 12 foot lanes with 8 foot shoulders.
2. The purpose of this road is to provide a by-pass of the central business district of Pittsfield. The existing roads in this area are highly congested due to the numerous businesses which front on the highway.

DISTRICT #2

ROUTE	CITY/TOWN	SYSTEM	MILEAGE	PAGE
2	Erving Bypass	F.A.P.	4.0	17
2	Greenfield	F.A.P.	2.3	18
2	Erving	F.A.P.	3.0	19
9	Ware	F.A.P.	1.0	20
9	Amherst-Pelham- Belchertown	F.A.P.	2.0	21
9	Goshen	F.A.P.	5.5	22
10 & 202	Westfield	F.A.P.	2.0	23
57	Agawam	F.A.S.	7.0	24
66	Westhampton - Huntington	F.A.S.	2.0	25
75	Agawam	F.A.S.	3.4	26
77	Monroe - Access Road	F.A.S.	1.1	27
83	East Longmeadow	F.A.S.	1.8	28
112	Colrain - Shelburne	F.A.S.	5.5	29
116	Ashfield - Conway	F.A.S.	6.0	30
143	Williamsburg	F.A.S.	2.6	31
202	Holyoke	F.A.S.	1.3	32

District #2 - Route 2 - Erving Bypass -F.A.P.

- 1., 2. End of Orange By-Pass westerly 4 miles to vicinity of Earley.
3. Existing road consists of 2-12 foot lanes, B.M.A. Alignment and grade poor. Congested thru Erving - Traffic Volume 2300 ADT. Sufficiency rating 57.
4. Reconstruct on new location in stages - first stage - 2-13 foot lanes with 10 foot shoulder. Second stage - dual highway. This highway begins at the end of recently reconstructed Athol - Orange By-pass that leads directly into Erving village. This road is constricted and poorly aligned.
5. Connects Route 2 to Connecticut valley and Berkshires.

District #2 - Route 2 - Greenfield

F.A.P.

1. This project begins approximately at Gill-Greenfield town line and ends at the interchange with proposed I-91.
2. Length 2.3 miles.
3. Existing road consists of 2-12 foot lanes with 8 foot shoulders, (B.C.I.)
Grade and Alignment fair.
Sufficiency Rating 67.
Traffic Volume 4640 A.D.T.
4. Reconstruct on new location limited access highway to connect to I-91 also on new location at this interchange. A 4 lane divided highway is proposed.
5. Access from Greenfield, Routes 5, 10, I91 and 2 West via this highway to Route 2 West.

District #2 - Route 2 - Erving

F.A.P.

1. This project will begin at the end of the proposed Erving By-Pass thence, westerly to Millers Falls, in the vicinity of Route 63 and Route 2A.
2. Length of Project 3.0 miles.
3. The existing Route 2 in this area is now with poor vertical and horizontal alignment and incapable of handling present traffic.
4. The proposed road will be two 13 foot lanes with 10 foot hardened shoulders on completely new location.
5. This road is a vital east-west highway, serving the northern part of the State.

District #2 - Route 9 - Ware -

F.A.P.

1. Begin Boston and Albany Railroad underpass East of Ware on Routes 9 and 32.
2. Length 1.0 Miles.
3. Existing Road 2-11 foot lanes in very poor condition, bituminous macadam Constructed 1900.
Alignment fair, Grades good.
Traffic 1910 A.D.T.
Sufficiency Rating 48
4. Reconstruct approximately $\frac{1}{2}$ on new location to improve alignment. Two 12 foot lanes with 8 foot shoulder proposed.
5. Main Route Worcester - Pittsfield.

District #2 - Route 9 - Amherst - Pelham -
Belchertown F.A.P.

1. Begin one mile West of Amherst - Pelham Town Line, End one mile East of Pelham - Belchertown Town Line.
2. Length 2.0 Miles.
3. Existing road 2-12 foot lanes, BMA, 3 foot gravel shoulders.
Alignment and Grade poor.
Congester due to "no passing" almost throughout.
Traffic 2300 A.D.T.
Sufficiency Rating: Unrated (estimate 40)
4. Reconstruct on new location - 2-12 foot lanes with 8 foot shoulders.
5. Main Route Worcester - Pittsfield.

District #2 - Route 9 - GoshenF.A.P.

1. This project consists of improving the existing Route 9 starting at the Williamsburg Town Line westerly to the Cummington Town Line.
2. Length of project 5.5 miles.
3. Sufficiency rating - 54
4. The existing roadway is presently 20 feet wide with poor sight distance at certain areas.
5. The proposed project would widen the existing pavement to 40 feet consisting of two 12 foot lanes with 8 foot hardened shoulders and improve sight distance with some re-alignment. Route 9 is an important east west highway in the central part of the state.

District #2 - Route 10 and 202 - Westfield - F.A.P.

1. Begin Westfield - Southwick line, End at the beginning of municipal highway Westfield.
2. Length 2 miles.
3. Existing road 2-12 foot lanes, BMA surface, gravel shoulders. Pavement deteriorating, shoulders inadequate width and poorly drained.
Locally, very poor sight distance.
Traffic Volume 3340 A.D.T.
Sufficiency Rating 76.
4. Resurface and construct 8 foot hardened shoulders on present location. Minor corrections to alignment.
5. Main Route: Hartford - Westfield.

District #2 Route 57 - Agawam (Route 57 to F.A.S.
to Monterey Route 23)

1. By-pass from 5A - Seven miles westerly from Route 75 - Junction Route 57 and Route 187 to Granville Road and Hastings Road.
2. Length 7.0 miles.
3. Existing road 2-12 foot lanes, Bituminous Concrete pavement, poor alignment and very congested.
Traffic Volume 5230 A.A.D.T., 1975 A.D.T. 17,000 due to relocation at easterly end now under construction to connect directly to So. End Bridge Springfield.
Sufficiency rating 98 (Note this will not apply after connection above. Estimate 45)
High percentage of trucks.
4. Reconstruct on new location to by-pass congested area a four lane divided highway.
5. Main Route Springfield to Bradley Field via Route 75. and also main connection to Route 10 and 202 in Southwick.

District #2 - Route 66 - Westhampton -
Huntington -

F.A.S.

1. Begin Westhampton - Huntington Town Line
and extend 2 miles easterly.
2. Length 2.0 miles.
3. Exist roadway 2-11 foot lanes, B.M.A.
surface.
Line and grade fair
Pavement fair, shoulders inadequate.
Sufficiency Rating 56.
4. Resurface 24 feet wide and construct
hardened shoulder on present location
minor corrections to alignment.
5. Connects Route 10 to Route 112.

District #2 - Route 75 - Agawam -

F.A.S.

1. Begin at the junction of relocated Route 57. End at the Connecticut State Line.
2. Length 3.4 Miles.
3. Present road 24 foot, BMA surface, - gravel shoulders; inadequate for present traffic.
Line: Fair
Grade: Fair
Congestion: Capacity inadequate.
4. Resurface and Construct hardened shoulders.
5. Main Route Springfield, West Springfield, Holyoke etc., to Bradley Field. Large manufacturing area at Field creates peaks of traffic at change of shifts.

District #2 - Route 77 Monroe - Access Road - F.A.S.

1. Begin: Monroe Bridge
End: Thayer Road
2. Length 1.1 Miles
3. Existing Road: Kingsley Hill Road, to be
relocated, 20 foot wide, oil gravel surface.
Alignment: Poor
Grade: 32% Maximum grades
Sufficiency Rating - None
4. Relocate with maximum grade 15% and align-
ment best that can be obtained. Necessary
to correct hazardous conditions.
5. Would serve as a connection from Route 2 to
the Yankee Atomic Energy Plant and other
industries in Monroe Bridge.

District #2 - Route 83 - East Longmeadow - F.A.S.

1. Begin: center of East Longmeadow.
End: Springfield City Line.
2. Length 1.8 Miles.
3. Width: 2-12 foot lanes, BMA surface,
gravel shoulders.
Line and Grade: Fair.
Traffic Congestion: Great. Acute at peak
load
Sufficiency Rating: 70
Traffic Volume 10,530 ADT, Peak daily 17,000
4. Reconstruct on present location 2-12 foot
lanes with 8 foot shoulders. 40 feet is
maximum width that can be obtained without
excessive land damage. If congestion remains
after construction of I-91, an alternate lo-
cation should be provided in addition. Heavy
truck travel.
5. Main Route Springfield to Connecticut.
Beaches also industrial areas in East
Longmeadow.

District #2 - Route 112 - Colrain - Shelburne -F.A.S.

1. Begin Junction Route 2 Shelburne By-pass.
End Colrain City.
2. Length 5.5 Miles.
3. Existing Road 2-11 foot Lanes, BMA, surface,
Gravel Shoulders.
Line: poor, with very dangerous sight distance.
Grade: Adequate
Sufficiency Rating 68, Unrated, 58
4. Resurface and correct alignment width 2-12
foot lanes and 8 foot hardened shoulders,
in present location. Road requires extensive
rehabilitation.
5. Main Route: Colrain to Shelburne. Major
access from Vermont.

District #2 - Route 116 - Ashfield - Conway F.A.S.

1. Begin: Ashfield center at Junction of old Route 112
End: $1\frac{1}{2}$ miles West of Deerfield - Conway Town Line.
2. Length 6.0 Miles
3. Exist road 2-10 foot lanes, BMA surface
Line and Grade: Poor, dangerous sight distance, both horizontal and vertical
Sufficiency Rating 51
4. Correct alignment where practical. Resurface and widen present road to 24 feet where it can be salvaged. Add 8 foot shoulders and climbing lanes on long grades.
5. Main Route Deerfield - Conway - Ashfield - Plainfield - Windsor.

District #2 - Route 143 - Williamsburg - F.A.S.

1. Begin Chesterfield - Williamsburg Town
Line End. Junction Route 9.
2. Length 2.6 Miles
3. Exist surface 18-20 foot oiled gravel.
Alignment: Poor
Grade: Excessive but can not be improved
in general
Sufficiency Rating: 58
4. Reconstruct 24 foot wide, with 4 foot
shoulders and climbing lanes as necessary
on present location with alignment im-
provement.
5. Main Route Williamsburg to Hinsdale.

District #2 - Route 202 - Holyoke -F.A.S.

1. Begin 500 feet Southwest of Holyoke -
Westfield City Line
End: 1.3 Miles easterly, vicinity of
McLean Reservoir.
2. 1.3 Miles
3. Present road: 28 foot, Bituminous concrete.
Alignment: Poor
Grade: Poor
Traffic Volume 2500
Sufficiency Rating 69 and 59
4. Reconstruct on new location 2-12 foot lanes
with 8 foot hardened shoulders and climb-
ing lanes as required.
5. Main Route Holyoke to Westfield and Barnes
Airport.

DISTRICT #3

ROUTE	CITY/TOWN	SYSTEM	MILEAGE	PAGE
2	Westminster - Gardner	F.A.P.	7.4	33
2	Templeton-Philipston	F.A.P.	1.5	34
2A	Fitchburg	F.A.P.	1.0	35
12	Worcester	F.A.P.	1.0	36
12	Fitchburg	F.A.U.	3.0	37
12	Auburn - Oxford	F.A.P.	4.0	38
13	Fitchburg	F.A.S.	1.9	39
31	Charleton	F.A.S.	3.0	40
31	Princeton	F.A.S.	3.0	41
32	Monson - Palmer	F.A.S.	3.0	42
56	Oxford - Leicester	F.A.S.	3.8	43
62	Princeton	F.A.S.	2.0	44
67	New Braintree - North Brookfield	F.A.S.	7.0	45
68	Royalston	F.A.S.	0.75	46
70	Boylston - Clinton	F.A.S.	4.0	47
122	Northbridge	F.A.P.	0.3	48
122A	Holden	F.A.S.	4.0	49
122A	Millbury - Blackstone River	F.A.S.	0.3	50
140	Shrewsbury - Grafton	F.A.S.	3.5	51
202	Winchendon	F.A.S.	2.0	52
202	Athol	F.A.S.	0.1	53

District #3 - Route 2 - Westminster -
Gardner

F.A.P.

(1) Beginning at the end of the 1946 construction in Westminster to Gardner, thence through Gardner to the Gardner-Templeton line.

(2) A distance of 7.4 miles.

(3) The present Route 2 is narrow, with deficient sight distance; has frequent access and egress; is accident prone. The roadway surface varies from 24 to 30 feet some BMA, some Bituminous Concrete on BMA. Extreme traffic congestion at junction with Route 68 during peak hours. Sufficiency rate varies from 52 to 76.

The proposed new work is on new location and is limited access.

(4) The road is one of the main east-west routes through the State and as such needs limited access construction. The volume of traffic entering and leaving Gardner via Route 2 requires a divided highway with an interchange in the area.

(5) Main east-west highway serving north half of the State.

District #3- Route 2 - Templeton-Philipston F.A.P.

1. This project starts at the intersection of Route 202 in Templeton thence westerly for 1.5 miles and terminating at Route 2 in Philipston.
2. Length of project 1.5 miles.
3. The existing roadway is inadequate to handle present day traffic.
4. The proposed road would be entirely on new location, and consisting of two 12 foot lanes and 10 foot hardened shoulders with provision for future divided highway. Route 2 is a main east west highway serving the northern part of the State.

District #3 - Route 2A - FitchburgF.A.P.

(1) Beginning at Moran Square at the junction of Main Street, Lunenburg Street and Sumner Street, thence northerly to the so-called Upper Common at the junction of Main Street, Mechanic Street and Project Street.

(2) The project is approximately 1.0 mile long.

(3) The present Broad Street is a winding, angular service roadway, roughly parallel to and one block west of Main Street in the heart of the Fitchburg Business District. The pavement varies from 22 to 40 feet. It consists of some bituminous concrete, some granite block and some cement concrete.

The horizontal alignment angles around buildings - no smooth curves.

The vertical alignment roughly follows the Nashua River grade and is reasonable.

There is traffic congestion on Broad Street, but the major congestion is on Main Street, where at times it requires 15 to 20 minutes to travel the 1.0 mile length.

There is no sufficiency rating available.

(4) Main Street is confined in much of its length by business blocks. The widening of Main Street would be too costly in terms of project damage and business disruption.

The construction of Broad Street, parallel to Main Street, will provide two arteries with one-way traffic, thereby relieving the present traffic strangulation.

Route 12 traffic is routed north on Main Street

Route 31 traffic traverses about 1000 feet of Main Street in order to cross.

(5) The total project of Broad Street and Main Street is in the heart of the Fitchburg Business District.

District #3 - Route 12 - Worcester

F.A.P.

1. The project will start at the Worcester Expressway at or near the location where the Worcester Expressway crosses Millbrook Street in the City of Worcester; thence westerly to the Norton Works.

2. The length is approximately 1.0 mile.

3. The existing Route 12 traverses through highly residential and highly industrialized areas with many small businesses throughout.

The roadway varies in width from 36 feet to two one-way streets, each 36 to 40 feet wide.

The alignment and grade have few deficiencies.

Traffic is congested during change of shifts at industrial plants.

Widening the present road would not resolve the problems of through traffic and semi-local traffic.

4. The proposed project will be Limited Access through the City, all on new location.

If a relief road is not provided, traffic strangulation will develop in the industrial area.

The present road is accident prone.

There is no sufficiency rating.

5. Route 12 is the main North-South route through Worcester County. A very high percentage of the traffic from both the north and the south have Worcester as a destination.

District #3- Route 12 - FitchburgF.A.U.

1. This project consists of improvements to Route 12 from Route 2, West Street to Route 2-A, Kimball Street in Fitchburg.
2. Length of Project 3.0 miles.
3. The existing road is congested and inadequate to handle existing traffic.
4. The new road will be entirely on new location, and will consist of two 12 foot lanes with 10 foot hardened shoulders.
5. This road will directly relieve the traffic congestion in Fitchburg, while serving the central business district as well as through traffic to and from Leominster.

District #3 - Route 12 - Auburn-Oxford

F.A.P.

1. This project consists of constructing a road on new location from Rockey Hill Road in Oxford, to the Massachusetts Turnpike in Auburn.
2. Length of Project 4.0 miles.
3. The present Route 12 is 24 feet wide with fair horizontal and vertical alignment.
4. The proposed road will be two 12 foot lanes with 8 foot hardened shoulders entirely on new location. This road will provide more direct access to the Massachusetts Turnpike from Oxford and points south to Connecticut.

District #3 - Route 13 - FitchburgF.A.S.

1. This project consists of the relocation of Route 13, from its junction at Route 12 to the north side arterial connector.
2. Length of project is 1.9 miles.
3. At the present time there is need for a bypass of the central business district of Fitchburg. The proposed road will consist of two 12 foot lanes with 10 foot hardened shoulders, with provision for a future divided highway.
4. This road will relieve traffic in the central business district of Fitchburg and all through traffic to New Hampshire.

District #3 - Route 31 - Charleton -

F.A.S.

1. A relocation is proposed for this route, which now begins at the center of Charlton at the junction of Depot Street and the Old Worcester Road, and extends north to the bridge over the Railroad at the Village of Charlton Depot.

2. The length for construction is 3.0 miles.

3. The present roadway consists of 20 to 24 feet of Macadam south of Route 20 and old treated and bituminized BMT north of Route 20. The route forms a westerly arc crossing Route 20 at the bottom of a mile long 6 per cent grade.

The alignment is poor with inadequate sight distances - needs improvement. The road has a sufficiency rating of 69.

4. The proposed construction is along the chord of the arc, along an existing road which has good alignment and fair grade. It is 20 feet wide of gravel mixed in place. It will cross Route 20 about 700 feet east of the grade crest mentioned above.

The present roadway is a constant source of maintenance. It has problems of local access. The crossing of Route 20 is accident prone.

5. The proposed improvement would consist of widening to a 24 foot road with two 10 foot shoulders.

Route 31 is a north-east south-west Route serving many small businesses and farms.

District #3 - Route 31 - PrincetonF.A.S.

(1) The project begins at the Holden-Princeton Town Line, thence northerly to the center of the Town of Princeton at the junction with Route 62.

(2) The project length is 3.0 miles.

(3) The existing roadway surface is 24 feet wide. It is a gravel mixed in place surface.

The alignment is poor. The vertical sight distances are deficient.

The project would be reconstructed with no major relocation.

It has a sufficiency rating of 70.

(4) The present deficiencies in line and grade plus a warped surface throughout tend to produce an accident prone location.

(5) This is the main route from the south (including the City of Worcester) to Mt. Wachusett, a State Reservation.

District #3 - Route 32 - Monson-PalmerF.A.S.

1. The existing road must be relocated north from Route 20 along Breckinbridge Road, a distance of 3.0 miles.

The present roadway consists of macadam, cement concrete and bituminous concrete.

2. The roadway varies from 20 to 24 feet.

3. The alignment has two very dangerous 90 degree turns.

The bridge over the B. & A. R.R. is inadequate for width, and has no vertical sight distance.

There is considerable traffic congestion at Route 20 and in Palmer.

The sufficiency is as low as 66.

4. The proximity of Route 20 to the Railroad presents a problem of grade which might require a grade separation of Route 20.

The deficiency in width of the Railroad Bridge and the industry and residents in the area require a greater width for safe turning movements.

5. The Route is a main north-south Route which also serves the Monson State Hospital. A feeder route to Route 20 and the Massachusetts Turnpike.

District #3 - Route 56 - Oxford-LeicesterF.A.S.

(1) The project begins 1500 feet north of Route 20 in Oxford, thence northerly to the Leicester Town Line; thence northerly to a location at the Elementary School on Pleasant Street in Leicester.

(2) The length is 3.8 miles.

(3) The existing road is a mixed in place gravel, 20 to 24 feet wide. The horizontal alignment has 90 degree turns as well as curves below minimum radius. There is a bridge under the B. & A. Railroad which has only 12 foot vertical clearance. The present profile has short sight distances.

It winds through the Village of Rockdale (part of Leicester and Oxford). Shops, residences, small businesses cause interruptions in traffic flow. The area is accident prone.

The sufficiency rating is 53 to 63.

Three-fourths of the length will be on new location.

(4) The general condition of the road surface, the poor alignment, the disruption of traffic flow through the Village, all contribute to the need for reconstruction.

The road serves traffic from North Worcester County to the Massachusetts Turnpike.

(5) It serves the Village of Rockdale.

A connecting route between Routes 9, 20 and 12.

Serves North Worcester County as an access road to the Massachusetts Turnpike.

District #3 - Route 62 - PrincetonF.A.S.

(1) Beginning at the Center of the Town about 1500 feet west of the junction with Route 31, thence westerly to the end of the State highway.

(2) The road is 2.0 miles in length.

(3) The existing road is 20 feet wide of old macadam surface, treated and patched.

The grade is fair. The horizontal alignment is fair.

It has a sufficiency rating of 81.

The project would widen the surface to 24 feet and grade two 8-foot shoulders.

(4) The Town has reconstructed the route between the end of the State highway and Route 31 under the Chapter 90 program. The reconstruction would improve the westerly approach to the Town and to Mt. Wachusett.

(5) Westerly approach to Mt. Wachusett.

A mid-State east-west Route from the Boston area to Barre.

District #3 - Route 67 - New Braintree -
North Brookfield

F.A.S.

(1) Beginning at the Barre - New Braintree Town Line, thence southerly through New Braintree; thence southerly in North Brookfield to the junction of Oakham Road and Main Street in the center of North Brookfield.

(2) The project is 7 miles long.

(3) The present road surface is treated gravel, varying in width from 18 to 24 feet.

It is deficient in vertical and horizontal sight distances.

It has a sufficiency rating of 61 to 65.

There would be some relocation.

The new construction would have 24 feet of roadway with two 8 foot shoulders.

(4) This road serves a very large farm area as well as the industries of South Barre.

In its present condition, it is completely inadequate by Federal Aid Secondary Standards.

Serves the farm areas of Western Worcester County.

A connecting route from the north to the Massachusetts Turnpike at Palmer.

District #3 - Route 68 - RoyalstonF.A.S.

(1) Beginning at the Millers River in the Village of South Royalston, thence northwesterly for $3/4$ of a mile.

(2) Project length 0.75 mile.

(3) The present road is 18 feet wide. Treated gravel.

Poor grade. Poor alignment.

Sufficiency rating of 61.

Some slight relocation.

(4) The road, until recently, was a Town road between South Royalston and Royalston.

Route 68 was extended from its former terminus in Templeton to the New Hampshire line.

This section of road is so deficient for a route that reconstruction is imperative.

The new width would be 24 feet with shoulders up to 8 feet wide on each side.

(5) It serves the village of South Royalston.

It is a new extension of an Auto Route.

District #3 - Route 70 - Boylston-Clinton F.A.S.

(1) Beginning at the junction of Routes 70 and 62 in the Town of Clinton, thence southerly to the center of the Town of Boylston.

(2) The project is 4.0 miles long.

(3) The present road is a Bituminous Macadam, partially covered with Bituminous Concrete.

The width varies from 20 to 24 feet.

The alignment is poor.

The vertical sight distances are poor.

Shoulders are inadequate.

It has a sufficiency rating of 61.

There will be some relocation.

(4) There have been two fatal accidents on this route during the past year.

The area is accident prone.

There are very few buildings or points of access on the road. This tends to invite speeds which the alignment will not bear.

It is an extremely dangerous road.

The new road would be 24 feet wide with 8 feet shoulders. The horizontal and vertical alignment must be improved.

(5) It serves the Town of Clinton as a short route to Worcester.

Clinton has many small industries.

District #3 - Route 122 - Northbridge

F.A.P.

(1) The project begins about 200 feet north of the Northbridge-Uxbridge Town Line, thence southerly to about 800 feet south of the Northbridge-Uxbridge Town Line.

(2) The project is 0.3 mile long.

(3) There is a bridge carrying Route 122 over the N.Y. N.H. & H.R.R. at the Town line. The bridge has a timber superstructure which needs constant maintenance and is now in need of a new deck.

The approaches have radii of less than 100 foot.

The approaches are cement concrete covered with Bituminous Concrete 20 to 30 feet wide.

There are town roads on each side of the bridge which carry large volumes of traffic.

Only one-third of the vehicles which approach the bridge from either side continue along Route 122. Two-thirds of the vehicles make turns at the Town roads.

The new bridge will be located about 100 feet south of the present bridge.

It has a sufficiency rating of 79.

The proposed roadway will have 24 feet of surface and two 10 foot shoulders.

(4) This is an extremely dangerous location. The bridge has long been outdated. The approaches with 100 foot radius indicate the danger of the bridge location.

(5) Route 122 is the Main Street of the Village of Linwood. The side road serves the Whiting Machine Shop.

District #3 - Route 122A - HoldenF.A.S.

(1) Beginning at the proposed relocation of Route 12 at the Norton Plant in Worcester, thence northwesterly on new location to Route 122A in Holden in the vicinity of the Holden recreation area.

(2) The project is 4.0 miles long.

(3) The existing road is 24 feet wide with gravel shoulders 3 to 4 feet wide. It has a B.M.A. surface. There is no passing sight distance in over one mile of road. Horizontal alignment and vertical alignment are deficient.

There is congestion during peak hours.

It has a sufficiency rating of 69.

The proposed project would be on new location.

(4) The Town of Holden has a population of over 12,000, completely dependent on Worcester for business trade and work. The present road affords poor egress to and exit from the city during peak hours.

The new road would be limited access divided highway.

(5) Holden is a bedroom town for the City of Worcester.

The road also serves Rutland, which has a State Sanatorium and a Veterans Sanatorium.

District #3 - Route 122A - Millbury-
Blackstone River

F.A.S.

(1) The project is an improvement where Route 122A crosses the Blackstone River and extends 500 to 800 feet each side of the River.

(2) The project is 0.3 mile long.

(3) The present roadway is Cement Concrete with Bituminous Concrete over.

It is 24 feet wide.

The present bridge is at the point of reverse curve formed by the curves on the approaches.

It has a sufficiency rating of 78.

There will be moderate relocation to improve alignment.

(4) The bridge opening for the river has about one-third of the waterway area necessary to contain the Blackstone River in time of flood.

The roadway width provides no shoulders on the bridge.

A completely new bridge is imperative from a flood point of view and in rebuilding, should be brought to Federal Aid Secondary Standards, namely 24 foot road with two 10 foot shoulders, and an improvement of alignment should be included.

(5) The road serves many small industries along the Blackstone River.

District #3 - Route 140 - Shrewsbury-Grafton F.A.S.

- (1) The proposed work would begin at Route 9 in Shrewsbury and extend southerly into Grafton about 1000 feet south of the Grafton-Shrewsbury line.
- (2) The project is 3.5 miles long.
- (3) The present road is a treated gravel surface. It has poor horizontal alignment. The vertical sight distances are inadequate.

It has a sufficiency rating of 49.

The project should be on new location, with a grade separation at Route 20.

- (4) The new road should have a 24 foot pavement with two 8 foot shoulders.

The low sufficiency rating which reflects a very high accident rate, demands early reconstruction.

- (5) The road serves as a feeder road to Route 9. It also serves as a north county approach to the Massachusetts Turnpike Toll Gate in Millbury.

District #3 - Route 202 - WinchendonF.A.S.

(1) The Project begins at the New Hampshire State Line and extends southerly to Route 12 in the Village of Winchendon Springs.

(2) The Project is 2 miles long.

(3) The present roadway is bituminous concrete on macadam, 24 feet wide with 2 to 3 foot shoulders.

The alignment is fair.

It has a sufficiency rating of 78.

There would be no relocation.

(4) The road has high week-end flow of traffic to recreational areas. The road does not carry the volume efficiently.

The shoulders should be widened and paved. Improvements should be made in some cases.

(5) The road serves recreation areas. It is a U. S. Highway Route. It is an approach to the Cathedral of the Pines in New Hampshire.

District #3 - Route 202 - Athol

F.A.S.

1. This project consists of the reconstruction of existing bridge over the Boston & Maine Railroad, and its approaches with some re-alignment.
2. Length of Project 0.1 miles.
3. The existing bridge is in poor condition and only 24 feet wide.
4. The proposed work would consist of widening and reconstruction of the deck with some re-alignment to the approaches to improve sight distance.

DISTRICT #4

ROUTE	CITY/TOWN	SYSTEM	MILEAGE	PAGE
2	Somerville (Inner Belt-Concord	F.A.U.	17.8	54
3	Tyngsboro	F.A.P.	2.7	55
3	Burlington to Medford	F.A.U.	8.8	56
20	Sudbury-Wayland By- pass	F.A.P.	4.5	57
31	Ashby	F.A.S.	3.4	58
119	Ashby	F.A.P.	1.8	59
119	Townsend	F.A.P.	1.0	60
126	Concord	F.A.S.	0.1	61
128	Route 9 to I-93	F.A.U.	18.1	62
129	Wakefield-Saugus	F.A.S.	1.5	63
135	Framingham	F.A.P. & F.A.S.	2.6	64
	Lowell Connector	F.A.U.	1.0	65
	Medford-Cambridge	F.A.U.	0.3	66
	Boston-Civic Center	F.A.U.	0.3	67

District #4 - Route 2 - Somerville
(Inner Belt - Concord)

F.A.U.

- (1) Mass. Avenue Cambridge at Memorial Drive to Concord Traffic Circle.
- (2) Length 17.8 miles.
- (3) Fair to good condition. Bit. Concrete pavement. Width 40 to 60 ft. Alignment good. Heavy traffic congestion in Cambridge, Arlington and Belmont, Lexington, Lincoln and Concord should be relocated.
- (4) Road should be reconstructed in towns mentioned in Par. #3 with a median and 3 lanes of traffic in each direction.
- (5) Main route from Boston to points west.

District #4 - Route 3 - TyngsboroF.A.P.

- (1) From end of present Route 3 relocation at Westford Road to the New Hampshire Line.
- (2) Length of 2.7 miles.
- (3) No existing road. To be built on new location.
- (4) Present Route 3 is inadequate for traffic volume. Build a six lane divided highway.
- (5) This is the main route from Boston to points North-New Hampshire and Canada.

District #4 - Route 3 - Burlington to Medford F.A.U.

- (1) Burlington Route 128 to Medford with intersection of Interstate 93 near Medford Square.
- (2) Distance of 8.8 miles.
- (3) No existing road. Proposed on new location.
- (4) Existing Route 3 through Burlington, Woburn, Winchester, Arlington and Medford is through congested areas and is inadequate. A four to six-lane divided highway is proposed.
- (5) A main route from Boston to points north - New Hampshire and Canada.

District #4 - Route 20 - Sudbury - Wayland Bypass F.A.P.

- (1) From Robinhood Inn, Wayland to west of Farnham Road in Sudbury.
- (2) Distance of 4.5 miles.
- (3) New location proposed
- (4) Sufficiency rating 55 on present road.
- (5) Present Route 20 is inadequate for traffic load, especially just west of Wayland Center at Raytheon plant. Alignment of present road is poor. A four to six-lane divided highway is proposed with suitable interchange at Route 126, Cochituate Road.
- (6) This is a main road between Boston and points west to the State Line.

District #4 - Route 31 - Ashby

F.A.S.

- (1) From Route 119 at Willard Brook in Ashby to the New Hampshire line.
- (2) Distance of 3.4 miles.
- (3) Existing road is 20 feet wide and in fair condition. Should be widened to 40 feet. Alignment should be improved. Sufficiency rating 58.
- (4) Present road width is inadequate. Widen to 40 feet.
- (5) Connecting road from Ashby and Fitchburg to New Hampshire.

District #4 - Route 119 - Ashby

F.A.P.

- (1) From Townsend line to Route 31.
- (2) Distance of 1.8 miles.
- (3) Existing road has poor alignment and grades. Some relocation desired. Existing pavement in poor condition. Sufficiency rating 62. Width averages 24 feet.
- (4) General poor condition - too narrow. Should be widened to 40 feet - 2-12' roadways with 8' hardened shoulders.
- (5) Main route from Concord Traffic Circle, Route 2 to Groton, Littleton, Ashby, Ashburnham and Hollis, New Hampshire.

District #4 - Route 119 - Townsend

F.A.P.

1. This project consists of improvements to Route 119 in the Town of Townsend.
2. Length of project 1.0 miles.
3. Existing pavement is only 20 feet wide with poor horizontal and vertical alignment.
4. Sufficiency rating 78.
5. The proposed road would be 40 feet with some vertical and horizontal alignment improvements.

District #4 - Route 126 - Concord

F.A.S.

1. This project consists of the complete reconstruction of the existing Lowell Road Bridge, which will include widening to 40 feet. The existing bridge as now 24 feet wide.
2. Length of Project 0.1 miles.
3. Route 126 is a feeder road for the Towns of Concord and its neighboring north-south towns. The existing bridge constitutes a dangerous condition.

District #4 - Route 128 - Route 9 to 1-93 F.A.U.

- (1) Route 9 Wellesley to Interstate 93 in Reading
- (2) Distance of about 18.1 miles.
- (3) Present road is a four-lane divided highway with 10 feet shoulders. Alignment and grades in general are OK. Acute traffic congestion. Some new location in Weston and Newton desired.
- (4) Present road is inadequate in width. Both pavement and structures must be widened to improve the facility to a six-lane divided highway.
- (5) This is the main connection between Boston and adjacent communities from the North Shore to the South Shore.

District #4 - Route 129 - Wakefield - Saugus F.A.S.

- (1) This road runs from Water Street, Wakefield, Route 129 to Route 1 in Saugus. It is a newly established Secondary route. Nahant Street in Wakefield, Main Street in Saugus.
- (2) Length of 1.5 miles.
- (3) Existing road is 20 feet wide and poor condition. Alignment and grades are poor. Some relocation will be required.
- (4) The improvement of this road would provide a better connection between Wakefield and surrounding territory to Route 1 in Saugus southerly. The road should be widened to 2-12 foot lanes with 8 foot hardened shoulders.
- (5) To provide direct access between Wakefield and Route #1 in Saugus and for Nike site in this area

District #4 - Route 135 - Framingham

F.A.P. &
F.A.S

- (1) Improvement of Route 135 from Ashland to Natick line, and elimination of B. & A. Railroad Crossing at Concord Street in Framingham.
- (2) Length of approximately 2.6 miles including connections, and Bridge over B. & A. Railroad. Some track relocation on NY NH & H RR.
- (3) This entire project will be on new location.
- (4) To eliminate a traffic hazard plus a bottleneck in the center of Framingham. A minimum width of 40 feet should be constructed.
- (5) This improvement will eliminate a serious traffic and safety problem in the main business section of Framingham.

District #4 - Lowell ConnectorF.A.U.

- (1) Lowell Connector into Lowell proper at Gorham Street
From I-495.
- (2) Length 1.0 mile.
- (3) This project on new location. No existing roadway.
- (4) This road badly needed by the City of Lowell for
a direct connection to the new Route 3 for traffic
both northbound and southbound on new Route 3.
- (5) For a more direct access from the business area of
Lowell to Boston and points south and north.

District #4 - Medford - CambridgeF.A.U.

- (1) Medford, Cambridge, Main Street Connector to new Route 2.
- (2) Length 0.3 miles.
- (3) No existing road. Proposed new location.
- (4) A four-lane divided highway is proposed. Main connecting link from new Route 2 to I-93

District #4 - Boston- Civic CenterF.A.U.

- (1) Access road from proposed Boston Civic Center to Boston's arterial highway system.
- (2) Length 0.3 miles.
- (3) No existing road. Proposed new location
- (4) To serve, etc, proposed Boston Civic Center.

DISTRICT #5

<u>ROUTE</u>	<u>CITY/TOWN</u>	<u>SYSTEM</u>	<u>MILEAGE</u>	<u>PAGE</u>
1A	Swampscott - Salem	F.A.S.	1.4	68
1A	Salem - Bridge Over B&M Railroad	F.A.S.	0.1	69
113	Methuen	F.A.S.	1.6	70
121	Essex	F.A.P.	1.3	71
125	Haverhill	F.A.P.	1.4	72
127	Manchester	F.A.P.	1.2	73
133	North Andover	F.A.S.	1.1	74
C-1	Boston - East Lynn	F.A.U.	3.5	75
	Lawrence	F.A.U.	0.6	76
	Boston - Alford St. Bridge	F.A.U.	.15	77

District #5 - Route 1A - Swampscott - Salem F.A.S.

- (1) Location: B&M RR Bridge Swampscott to about 3/10 of a mile south of Loring Avenue Bridge.
- (2) Length 1.4 miles.
- (3)
 - a. Condition: (Surface).....Good
 - b. Type of Pavement: Bituminous Concrete
 - c. Width:.....40' to 50'
 - d. Alignment: Horizontal.....Poor
 - e. Alignment: Vertical.....Good
 - f. Traffic Congestion:.....Acute in areas
 - g. Sufficiency Rating:.....59
 - h. Proposed Location:.....Same
- (4) Treatment of intersections and alignment should be improved. Width adequate except at new shopping developments.
Low Sufficiency Rating.
- (5) Main road that connects Salem and Marblehead to Lynn (North-South Rd.)

District #5 - Route 1A - Salem-Bridge over Boston F.A.S.
and Maine Railroad

1. This project is in the town of Salem and consists of replacing deck of an existing bridge over the Boston and Maine Railroad line.
2. The length of project is 0.1 miles.
3. This road is a main feeder for the Town of Salem, Beverly Wrentham and points north.
4. The existing four-river bridge is badly in need of repair and creates dangerous situations for traffic on this road.

District #5 - Route 113 - MethuenF.A.S.

- (1) Location: Extension of 1959 construction at Marston Corner, Methuen to new Interstate Route 495, Methuen.
- (2) Length: 1.6 miles.
- (3) New Location
- (4) Should be constructed to complete the Outer Belt Route around Lawrence - also as a detour (around the City of Lawrence while Interstate Route 495 is being built) to present Route 110.
- (5) Completes segment of Belt around City of Lawrence formed in conjunction with proposed Interstate Routes 93 and 495; also is east-west connection to above routes.

District #5 - Route 121 - Essex

F.A.P.

- (1) Location: Beginning Martin Street (Route 22)
Essex to end of 1957 construction Essex (500' East
of Island Road).
- (2) Length: 1.3 miles.
- (3)
 - a. Condition: (Surface) Poor.
 - b. Type of Pavement: BMA
 - c. Width: 24 to 26 feet
 - d. Alignment Horizontal: Fair.
 - e. Alignment Vertical: Good.
 - f. Traffic Congestion: None
 - g. Sufficiency Rating: 67
 - h. Location: Same
- (4) To be reconstructed because:
 - a. No shoulders or parking lanes.
 - b. Surface condition poor.
 - c. Continuation of 1957 construction to complete
a gap.
 - d. Width to be increased to 40 feet.
- (5) It is part of connection between two main Routes
1A and 127.

District #5 - Route 125 - HaverhillF.A.P.

- (1) Location: Connects New Interstate Route 495 (in Ward Hill Section of Haverhill) to present Route 125 near Little Neck Road.)
 - (2) In conjunction with this project there is to be a relocation of about 0.8 miles of Route 125 north of its intersection with Little Neck Road.
Length 1.4 miles.
- (3) New location.
- (4) Road should be constructed since it is a connection from proposed Interstate Route 495 which is generally North of the Merrimac River to Route 125 south of the River serving a large area on the south side of the River.
- (5) Same as (4) or simply connects proposed Interstate Route 495 to Route 125 in Haverhill.

District #5 - Route 127 - ManchesterF.A.P.

- (1) Location: Section "A" begins 0.7 mile in Manchester west Gloucester line - extends 0.6 mile westerly.

Section "B" begins 0.3 mile east of B & M RR Bridge - extends westerly 0.6 mile in Manchester.

Note: Gap between above of about 0.6 mile to be done by Maintenance.

- (2) Length: 1.2 miles.

- (3) A. Surface Condition Poor.
B. Type of Pavement: BMA
C. Width: 27 feet Wide
D. Alignment: Horizontal - Very poor.
E. Alignment: Vertical - Poor.
F. Traffic Congestion: None
G. Sufficiency Rating: Unrated.
H. Location: Minor Relocations.

- (4) Sections are to be reconstructed to a width of:
30 feet because of:
a. Surface conditions.
b. Alignment.
c. Profile.

- (5) Main Scenic Route from South of Gloucester.

District #5 - Route 133 - North Andover

F.A.S.

1. This project consists of the reconstruction of a portion of Route 133 from Route 28 easterly to Route 114.
2. Length of Project is 1.1 miles.
3. Sufficiency rating 65.
4. The existing road is in poor condition with poor horizontal and vertical alignment at certain areas.
5. The proposed road would consist of two twelve foot lanes with 8 foot shoulders, with partial re-alignment, reconstruction, and widening of an existing bridge.

District #5 - Route C-1 - Boston - East Lynn F.A.U.

- (1) Location: Beginning Boston Revere City line to its junction with proposed relocation Route 1 (North of the present end of Northeast Expressway)

Note: This is present McClellan Highway but the Design Engineers are studying a new line from the McClellan Highway at and along Bennington Street to the junction mentioned above)

- (2) Length: 3.5 miles

- (3) McClellan Highway

- a. Condition: (Surface) Good
b. Type of Pavement : Bituminous Concrete
c. Width: 31 feet (Medium 15
 feet) 31 feet (divided)
d. Alignment, horizontal. . . Good
e. Alignment, Vertical . . . Good
f. Traffic congestion: . . . Serious (especially
 with construction of
 second Tunnel)
g. Sufficiency rating: . . . 89
h. Location (Proposed) . . . Same or new is being
 studied.

- (4) Road should be reconstructed on present or new location to at least six-lanes plus parking lane since it is proposed to have a new tube or tunnel along side present tunnel to East Boston in less than 30 months. Additional tube plus relocation of Route 1 to North will generate large volumes of traffic. Sufficiency rating should be restudied seems to be high in face of new planning.

- (5) Will provide connection to North from Tunnel in East Boston north to relocation Route 1 - Suffolk Downs - Shrine and recreational areas.

District #5 - Lawrence

F.A.U.

- (1) Location: From proposed interchange near Incinerator Road to Canal Street. (Extension of approach from interchange of proposed Interstate Route 495)
- (2) Length: 0.6 miles
- (3) New Location: (New approaches to City Streets)
- (4) Road and approaches must be built to serve interchange to be built as part of relocation Interstate Route 495 vicinity Incinerator Road.
- (5) Distribute and Collect traffic to and from interchange mentioned above.

District #5 - Boston - Alford Street Bridge F.A.U.

This bridge is better known as the "Malden Bridge"

It carries traffic on Alford Street over the Mystic River from the Charlestown Section of Boston to Everett. The 1975 ADT is 85,000 which will exceed the present capacity.

Constant maintenance is required for the bridge including the surface. It is a draw bridge and often binds when closing.

Alford Street is a main artery through a highly industrialized area.

DISTRICT #6

ROUTE	CITY/TOWN	SYSTEM	MILEAGE	PAGE
1	Norwood - Sharon	F.A.P.	4.0	78
6	New Bedford - Fairhaven	F.A.U.	1.2	79
6	New Bedford - Downtown Connector	F.A.U.	1.1	80
27	Walpole - Elm Street	F.A.S.	0.4	81
28	Mansfield-Norton-Taunton-Raynham	F.A.P.	12.0	82
128	Braintree-Hingham-Shawmut Trail	F.A.U. & F.A.P.	5.0	83
139	Holbrook - Abington	F.A.S.	3.6	84
140	New Bedford Connector	F.A.U.	5.0	85
140A	New Bedford-Acushnet-Fairhaven	F.A.S.	5.3	86
152	Seekonk	F.A.S.	1.0	87
---	Fall River-Western Expressway	F.A.U.	2.2	88
---	Fall River-Eastern Expressway	F.A.P.	2.4	89
---	Stoughton	F.A.S.	1.1	90
---	Westport, Horseneck Beach Road	F.A.S.	2.6	91

District #6 - Route 1 - Norwood - SharonF.A.P.

(1) From East Cross Street, Norwood to the Sharon-Walpole Line.

(2) 4.0 Miles

(3) Present Road Surface is reinforced concrete - 4-10 foot lanes undivided. A.D.T. 18,000, sufficiency rating 69.

(4) Road should be reconstructed to relieve local traffic. New Interstate Route 95 will take care of through traffic.

(5) To provide a safer road as there are many cross roads and also to continue the design that was constructed on a section in Dedham and Norwood in 1957 and 1958, namely a divided highway.

District #6 - Route 6 - New Bedford -
Fairhaven

F.A.U.

- (1) From the terminus of the proposed Interchange 195 to Alden Road, Fairhaven.
- (2) Length 1.2 miles.
- (3) New location
- (4) Present facility not able to take care of anticipated traffic.
- (5) Extension of the proposed 195 Interstate System. Serves as safe route to Cape Cod.

District #6 - Route 6 - New Bedford -
Downtown Connector

F.A.U.

- (1) From Present Route 6 to the proposed Interstate Route 195.
- (2) Length 1.1 miles.
- (3) New location
- (4) To take care of the local and thru traffic to Interstate 195.
- (5) Connects present Route 6 to Interstate 195.
Also serves the Port of New Bedford.

District #6 - Route 27 - Walpole -
Elm Street

F.A.S.

- (1) From Route 1 westerly.
- (2) Length 0.4 mile.
- (3) Construct bridge and approaches.
- (4) Bad horizontal and vertical alignments at present.
- (5) Sufficiency Rating 68
24 foot surface

Part of Route 27

District #6 - Route 28 - Mansfield-Norton-
Taunton-Raynham

F.A.P.

- (1) From Route 140 (Mansfield-Foxboro) Town Line to Route 24 (Raynham) (Partly under construction at present time).
- (2) Length 12.0 miles.
- (3) New location.
- (4) Extension of Outer Belt 495
- (5) Connects with Fall River Expressway and Routes 28 to Cape Cod and Route 44 Plymouth.

District #6 - Route 128 - Braintree-Hingham-
Shawmut Trail

F.A.U. & F.A.P.

- (1) From Route 3 Braintree to 3A Hingham.
- (2) Length 5.0 Miles.
- (3) New location.
- (4) Present Route 3 and 3A unable to take care of present traffic, many cross roads, traffic controlled signals, poor alignment, narrow roadway and poor sight distances.
- (5) Serves commuting traffic, also recreational areas.

District #6 - Route 139 - Holbrook -
Abington

F.A.S.

- (1) From Route 37 Holbrook to Route 18.
- (2) 3.6 Miles
- (3) Present Road 2-10 foot lanes.
Bituminous concrete. Surface, poor alignment and bad sight distances, sufficiency rating 44, A.D.T. 8090.
- (4) Road much too narrow to carry stated traffic. The road also has four right angle turns.
- (5) Connecting link between Route 37, and Route 18.

Serves as commuters road to industrial areas in Quincy and Hingham.

District #6 - Route 140 - New Bedford
Connector

F.A.U.

- (1) From Route 140 to Proposed Interstate 195 in New Bedford.
- (2) Length 5.0
- (3) New location
- (4) This road is necessary to take care of the traffic coming off the newly constructed Route 140 to the proposed Interstate Route 195, through highly congested City Streets.
- (5) To connect with Interstate 195.

District #6 - Route 140A - New Bedford -
Acushnet - Fairhaven

F.A.S.

(1) From present Route 140 south to proposed Interstate Route 195 and Route 6.

(2) 5.3 Miles

(3) New location

(4) To take care of traffic not wishing to go to the New Bedford Business District but to tie into the proposed Interstate Route 195 to the East of the City, and also to connect Interstate Route 195 with the present Route 6.

District #6 - Route 152 - Seekonk

F.A.S.

1. This project consists of improving Newman Avenue for one mile south of Central Avenue in the Town of Seekonk.
2. The existing road consists of two 12 foot lanes with poor sight distance due to horizontal alignment.
3. Length of project 1.0 miles.
4. The proposed improvement will consist of improving sight distance and widening to two 12 foot lanes with 8 foot hardened shoulders. This road will provide better access from the north to the proposed industrial development at the south end of the project.
5. Route 152 is a north-south road from the town line of East Providence through the town of Seekonk and Attleboro to the proposed Interstate Route 95.

District #6 - Fall River - Western Expressway F.A.U.

- (1) From Fall River Expressway to Proposed Interstate Route 195.
- (2) Length: 2.2 Miles
- (3) New location.
- (4) To connect Fall River Expressway to Interstate 195 and local Routes 138, 79, 104 and Fall River Business District.
- (5) Relieve congested city streets.

District #6 - Fall River - Eastern Expressway F.A.P.

1. This project begins in the Town of Fall River at the proposed Interstate Route 195 in the vicinity of Eastern Avenue and proceeds southerly to the Rhode Island State Line.
2. Length of project 2.4 miles.
3. This road will be entirely on new location through the eastern portion of Fall River.
4. The purpose of this highway is to meet the proposed highway in Rhode Island from the Newport Naval Station and the Tiverton area.
5. The proposed road will be a four lane limit access divided highway.

District #6 - Stoughton

F.A.S.

1. This project consists of widening and re-construction of Central Street in Stoughton from Pleasant Street to the end of the newly relocated Pond Street in the vicinity of Route 24.
2. The length of project 1.1 miles.
3. The existing road in this area is in poor condition with fair horizontal and vertical alignment.
4. The proposed road would be two 12 foot lanes with 10 foot hardened shoulders.
5. This road acts as a feeder to Route 24 from the Town of Stoughton, West Stoughton and Canton.

District #6 - Westport, Horseneck Beach Road F.A.S.

- (1) From Proposed Interstate Route 195 to end of newly constructed Horseneck Beach Highway at Hixbridge Road, Westport.
- (2) Length 2.6.
- (3) New location
- (4) To complete connection to Interstate Route 195 from Hixbridge Road. First section from Drift Road to Hixbridge Road constructed in 1958.
- (5) Provide access to Horseneck Beach.

DISTRICT #7

<u>ROUTE</u>	<u>CITY/TOWN</u>	<u>SYSTEM</u>	<u>MILEAGE</u>	<u>PAGE</u>
3	Hanover - Duxbury	F.A.P.	11.0	92
6A	Brewster - Orleans	F.A.S.	6.0	93
28	Falmouth Bypass	F.A.P.	5.5	94
28	Middleboro	F.A.P.	4.7	95
28	Middleboro - Wareham	F.A.P.	5.6	96
44	Middleboro	F.A.P.	4.0	97
44	Middleboro - Carver	F.A.P.	4.5	98
58	Plympton - Carver	F.A.S.	3.7	99
123	Abington - Rockland	F.A.S.	1.0	100
124	Brewster - Harwich	F.A.S.	3.7	101
128	Hingham - Hull	F.A.U.	3.0	102
	Nantucket	F.A.S.	6.0	103
	Tisbury - Oak Bluffs	F.A.S.	7.0	104

District #7 - Route - Hanover - Duxbury F.A.P.

- (1 & 2) Norwell-Honover Line to Duxbury-Kingston Line
11.0 miles
- (3) High Type pavement
3 and 4 - 10 feet Lanes - Fair condition
Fair alignment for horizontal curvature
All vertical curvature should be improved for
sight distance. Traffic congestion heavy.
Sufficiency Rating 56.
- (4) Improve crest sight distance and widen to six-
lane divided highway.
- (5) Main route from Kingston to Route 128
Whiting Street, Hingham.

District #7 - Route 6A - Brewster - Orleans F.A.S.

- (1) From Route 137 Brewster to Route 28 Orleans
- (2) Six miles
- (3) Bituminous Concrete Pavement - Poor condition
2-12 foot Lanes
Poor horizontal and vertical alignment
Traffic congestion slight.
Sufficiency Rating 82
- (4) Improve horizontal and vertical alignment - Now has
narrow 2 foot shoulders - Breakdown lane should be
added. Surface in poor condition.
- (5) Scenic route from Providence to Bourne

District #7 - Route 28 - Falmouth Bypass

F.A.P.

- (1) Traffic Circle at Camp Edwards Bourne to start of new construction in Falmouth.
- (2) 5.5 miles.
- (3) Bituminous Concrete pavement - poor condition
2 - 12 foot and 14 foot Lanes
Fair Horizontal alignment
Poor Vertical Alignment
Traffic congestion bad due to poor sight distance and heavy traffic
Sufficiency rating 52
- (4) Improve vertical sight distance and a few horizontal curves. Surface in poor condition
Breakdown lane should be added.
- (5) Main Route from Cape Cod Canal at Bourne to Falmouth and Woods Hole steamship wharf for Oak Bluffs and Nantucket.

District #7 - Route 28 - MiddleboroF.A.P.

- (1) From Middleboro Traffic Circle - Route 28 & 44 to Route 24 - Route 24 is divided highway recently built.
- (2) 4.7 miles.
- (3) Bituminous Concrete over reinforced concrete surface
3 - 12 foot Lanes - Fair condition
Poor Vertical sight distance
Heavy traffic and congestion bad
Sufficiency rating 74
- (4) Improve sight distance and widen to six-lane divided highway.
- (5) Main Route to Cape Cod and Plymouth from the West.

District #7 - Route 28 - Middleboro-Wareham F.A.P.

1. This project is the extension of the newly constructed Route 28 in the Town of Middleboro to the vicinity of the junction of Routes 28 and 58 in the Town of Wareham.
2. Length of project 5.6 miles.
3. This road will be entirely on new location and will consist of a four lane limited access divided highway.
4. This road will provide a better and more direct route to Cape Cod from U. S. Route 44 and Route 24.

District #7 - Route 44 - MiddleboroF.A.P.

- (1) Middleboro Traffic Circle to abandoned RR bed at Everett Street Middleboro along old RR to Plymouth Street Route 44 Middleboro at Church Green.
- (2) 4 miles.
- (3) Present Road is Road mix surface - very poor condition
2-11 foot Lanes - 2 foot shoulders
Very poor horizontal and vertical alignment
Heavy traffic and very congested through thickly settled sections.
Sufficiency rating 57.
- (4) Entirely new construction needed.
Four-lane divided highway proposed.
- (5) Main Route from the West to Plymouth.

District #7 - Route 44 - Middleboro-CarverF.A.P.

1. This project is the relocation of Route 44 from The Green in Middleboro to Route 58 in Carver.
2. Length of project 4.5 miles.
3. The existing road is narrow approximately 22 feet, with poor horizontal and vertical alignment. The proposed road will be entirely on new location built at grade with partially controlled access. The proposed pavement will consist of two 12 foot lanes with 8 foot hardened shoulders.
4. This road will provide better access to Plymouth from the west and provide a replacement of the section of Route 24, which is considered dangerous due to poor alignment and sight distance.

District #7 Route 58 - Plympton - CarverF.A.S.

- (1) New construction on Route 58.
- (2) 3.7 Miles
- (3) Present Road is road mix surface.
Very poor condition.
2-10 foot lanes - 2 foot shoulders.
Very poor horizontal and vertical alignment.
Sufficiency rating 61.

District #7 - Route 123 - Abington -
Rockland

F.A.S.

- (1) From Route 18 to Rockland - Abington Town Line.
- (2) 1 Mile
- (3) Present surface broken up and very bad - Bituminous Concrete.
- (4) Needs rebuilding with 2-13 foot lanes and 8 foot shoulders.
- (5) Through route from Brockton to points east and west.

District #7 - Route 124 - Brewster-HarwichF.A.S.

1. This project consists of improving Route 124 from Route 6A in Brewster to Route 6 in Harwich.
2. Length of project 3.7 miles.
3. The present roadway is 20 feet wide with poor alignment and a sufficiency rating of 64.
4. The proposed road will be 24 feet with corrections to alignment to improve the sight distance and safety.
5. This route is a connecting road between the Mid Cape Highway U. S. Route 6 and the scenic route 6A in Brewster. It is one of the few north-south roads in this area.

District #7 - Route 128 - Hingham-HullF.A.U.

1. This project is the extension of the Shawmut Trail from Route 3A in Hingham, easterly to George Washington Boulevard in Hull.
2. Length of project 3.0 miles.
3. The present Route 3 and 3A are incapable of handling present traffic with many cross roads traffic control and poor alignment.
4. The proposed road would be entirely on new location. It would consist of a four to six lane divided highway. This road will serve heavy summer and moderately heavy off season traffic which now must use Route 3A.

District #7 - Nantucket

F.A.S.

1. The existing road is 20 feet wide and surfaced with bituminous concrete which is in poor condition.
2. Length of project 6.0 miles.
3. The proposed work will consist of widening existing road to 24 feet with a new surface.
4. Sufficiency rating of 70.
5. This road serves the recreational areas in Nantucket.

District #7 - Tisbury-Oak BluffsF.A.S.

1. This project starts in West Tisbury thence northeasterly through Tisbury and Oak Bluffs.
2. Length of project 7.0 miles.
3. Sufficiency rating 63.
4. The existing road is 20 feet wide the existing pavement is in poor condition.
5. The proposed improvement would consist of widening the existing road to 24 feet improving horizontal and vertical alignment where possible and resurfacing. This road serves the recreational areas on the north shore of Martha's Vineyard.



